

REVISED SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service
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**Federal Aviation
Administration**

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www.faa.gov/certification/aircraft

This is information only. Recommendations aren't mandatory.

CORRECTION: *We are correcting a typo in the part number reference of SAIB NE-05-75, issued July 22, 2005. All other information remains the same.*

Introduction

This Special Airworthiness Information Bulletin alerts you, owners, operators, and certificated repair facilities of **Pratt & Whitney (P&W) JT8D series turbofan engines** of issues regarding a suspected unapproved parts investigation. This investigation resulted from the shipment of incorrect parts.

Background

The Civil Airworthiness Authority (CAA) of Mexico alerted us of an uncontained engine failure on a P&W JT8D-219. They determined that the root cause of this turbine failure was the installation of incorrect 2nd stage turbine inner airseal pins. Between October 2003 and December 2003, P&W shipped 2nd stage turbine inner airseal pins, part number **ST2273-07 marked "HL12"** made of titanium instead of the correct pin marked "HL244" made of Waspoloy. The titanium pins have a smaller diameter, such that they became loose and liberated, causing damage on the turbine blades, which cracked until fracture, leading to an uncontained event.

The Mexican CAA wrote an airworthiness directive to borescope inspect all suspect engines for the titanium pin part number. P&W has contacted all operators and repair shops suspected of having the incorrect titanium pins and alerted the field through an all-operators wire.

Recommendations

If P&W has contacted you, we highly recommend that you check your inventories for shipments of titanium pins. Titanium pins marked "HL12" should be quarantined and should not be installed in JT8D engines.

For engines that are suspected to have the titanium pins installed in the inner airseal assemblies built after October 30, 2003, inspect using P&W Special Instruction (SI) No. 29F-04, dated October 18, 2004, as follows:

- Engines with 625 cycles since pin installation (CSI) or fewer, inspect no later than 675 CSI.
- Engines with more than 625 CSI, but fewer than 1,400 CSI, inspect within 50 cycles in service.
- Engines with 1,400 CSI or more, but fewer than 2,000 CSI, inspect within 100 cycles in service.
- Engines with 2,000 CSI or more, inspect within 250 cycles in service.

If any titanium pins are found installed in JT8D engines, follow inspection and removal instructions found in Paragraph C of the Accomplishment Instructions of P&W SI No. 29F-04.

For Further Information Contact

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